

MOTOR RACING

and
ECONOMY CAR NEWS

Vol 4-No. 14--Culver City, Calif.

(Published Bi-Weekly except last issue of Calendar Year)

May 1-8, 1959

15¢ Cheap

Cleaning Up With Miles in Mexico

See Page 1



KEN MILES booms his Porsche RS up an incline coming out the lower hairpin turn at Avandaro race in Valle de Bravo, 100 miles southwest of Mexico City, last April 26. Here he is about to lap a Corvette driven by Armando Silvestre, Mexican matinee idol. The British-born Holly-

wood driver won easily after a hectic duel with Richie Ginther, of Granada Hills, Calif., piloting a 2.5-liter Ferrari Testa Rossa that went out with mechanical trouble. (MOTORACING photos by Gus V. Vignolle)



BIG HIT in Mexico race was Josie von Neumann, who was given a tremendous ovation by crowd of 25,000 fans. She finished 4th in 3-liter Ferrari Testa Rossa. It was first time a woman had competed on equal basis with men drivers at Avandaro, Mexico's biggest road race.



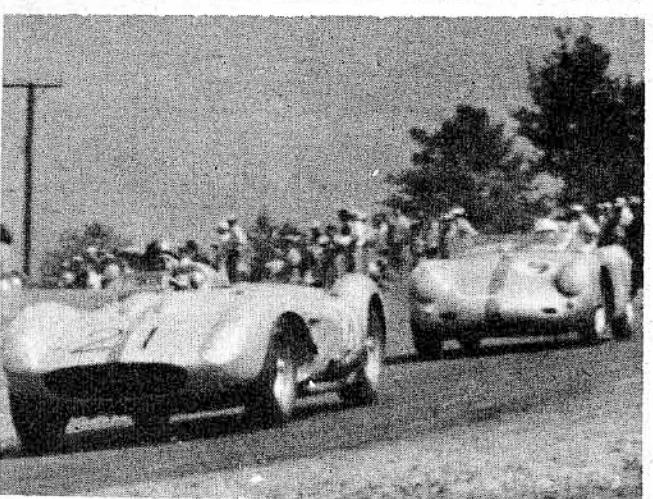
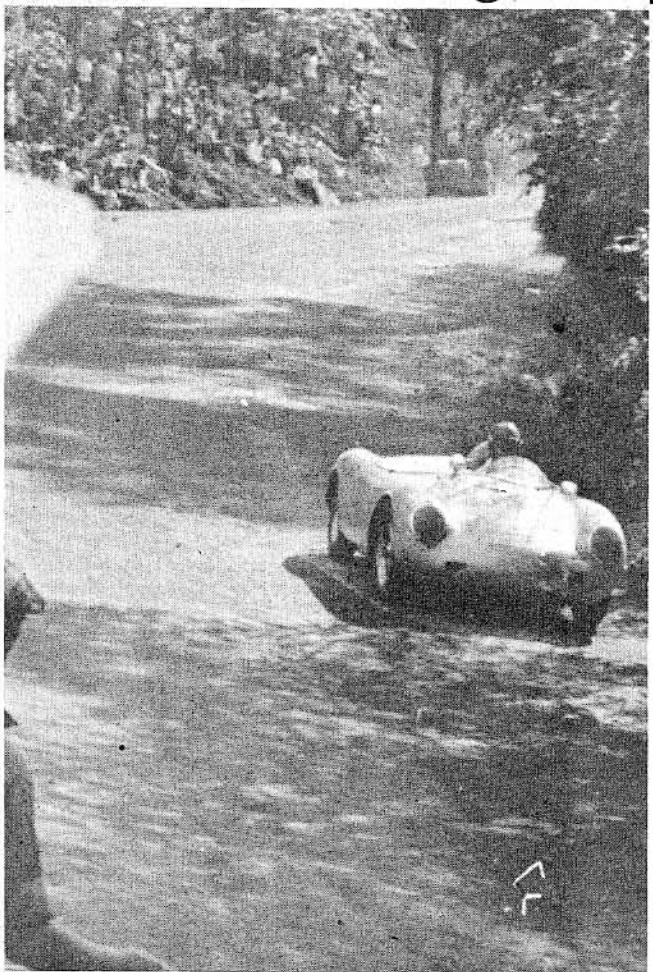
LEADER IN the early going of 50-lap race over dangerous 24-mile course in a mountainous pine forest was Ricardo Rodriguez, famed 17-year-old Mexican driver. Here he guns his Porsche RS after negotiating hairpin. He was forced out on last lap, but earned second place.

MOTOR RACING

And ECONOMY
CAR NEWS

Vol. 4--No. 14 - Culver City, Calif. May 1-8, 1959
Bi-Weekly except last issue of Calendar Year 15¢

It's Porsche Again



TOP PHOTO shows Ken Miles' Porsche RS scream down incline out of turn 1 in dense forest at Valle de Bravo, site of Mexico Avandaro 120-mile race. Briton won easily. Center: Miles leads Richie Ginther, 2.5-liter Ferrari, up the grade after the hairpin turn. Bottom: Ginther shows his exhaust to the young Mexican phenom, Ricardo Rodriguez, in Porsche RS. (MOTOR RACING photos by Gus V. Vignolle)

Flaherty Scores In Lister-Jag

BY ROBERT C. FENMAR

STOCKTON, Calif., April 19 -- Thanks to what is becoming more and more squirrelly driving on the part of Sacramento's Sam Weiss, Jack Flaherty, of San Francisco, boomed a 3.8-liter Lister-Jaguar to victory here today in the 30-lap SCCA (SF region) feature.

Weiss, in the fantastic Porsche RSK that he bought from Stan Sugarman, finished

second, followed by Gordon Glycer, Sacramento, Ferrari Testa Rossa.

Incredibly, this SCCA region and other promoters did not announce average speeds to the press. By a miracle, however, it was determined that Flaherty covered the 78 miles around the 2.6-mile course in 65m12s.

Ray Seher, D-Jag, and Erv

(Continued on Page 5, Col. 5)

Miles Routs Mexico Field

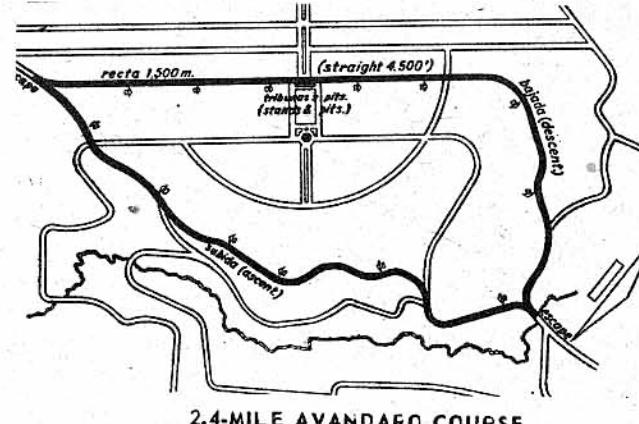
BY GUS V. VIGNOLLE
MOTORRACING Staff Writer

VALLE DE BRAVO, Edo. de Mexico, April 26. -- It was hawk-faced Ken Miles handily and pulling away in Mexico's most famous road race---the 7th annual \$8500 (US) Avandaro international classic over one of the most beautiful courses on the face of the earth.

The wily Miles, who wasn't exactly out for a short beer when they were passing out the brains, drove his usual excellent race and, additionally, employed top-level strategy just as he did in winning the recent Pomona "Grand Prix." He held back, made his move at the right moment and then hounded Richie Ginther's Ferrari to

On the Inside

Classified.....7
Council Rally Leaders.....7
Dear Gus.....5
Economy Car News.....2
In the News.....1
Letters to Editor.....2
Personals.....7
Rally 'Round, Results.....7
Short Takes.....5
Vignettes.....1-3



2.4-MILE AVANDARO COURSE

the point of distraction.

This combination, plus a 1500 Porsche RS that was in faultless condition, decimated all the competition. And this included four Ferraris, a Maserati and another RS driven by the famous 17-year-old Ricardo Rodriguez of Mexico City.

Miles covered the 120-mile race over the 2.4-mile course, ensconced in a heavy, sun-splashed pine forest of indescribable scenic splendor, in 1h33m16.7s for an average speed of 78.4 mph. Ricardo averaged 76mph in winning last year.

(Continued on Page 6, Col. 1)



KEN MILES

U.S. NAILS PARRAVANO

GUADALAJARA, Jal., Mexico, April 29. -- Tony Parravano, who at one time had close to \$500,000 worth of Italian and German sports cars at his Inglewood, Calif., headquarters, today refused to comment over his troubles with the U.S. Internal Revenue Service.

Gus V. Vignolle, editor of MOTORRACING, called at his Mexico City office, where he is in the "investment business," but Parravano was in Guadalajara. He did not return the call after his secretary communicated with him. Parravano assertedly is in some real estate and construction deals here.

Recent page 1 stories in Los Angeles newspapers

said the US Government was seizing six sports cars that he had shipped across the border at Tijuana, Baja California, as part payment for \$750,000 which he allegedly owes Uncle Sam.

These cars are valued at \$60,000. The Government has been trying to nail him for two years.

Federal agents have separated him from at least three other sports car racers that have been sold.

Parravano, regarded solely as an eccentric among experienced racing people and known to have driven his pilots to the point of distraction, has been living in Mexico for the past two years.

It is known, however, he has made several trips to the US in his private plane, laughing at the efforts of Government agents to nail him.

Mexican customs authorities have agreed to cancel their claim on the cars and turn them over to American agents at the border. It is a mystery where Parravano's other expensive foreign cars are. The US Government is investigating.

Parravano is an Italian, jestingly nicknamed by racing folk as "the screwdriver." He is registered as an alien with the Federal Registration Division.

Vignettes

By Gus V. Vignolle

- Viva Mexico!
- Ferraris Sing
- Josie Cheered

VALLE DE BRAVO, Edo. de Mexico, April 26. -- One of my favorites, LORD BYRON, once wrote that if they opened his heart after he croaked, they would find there graven the word "Italy." That's how nuts he was over Enzo's landscape.

Well, that's the way I feel about Mexico in general, but, more particularly, Avandaro. It is not good to wax sentimental in a racing publication over any kind of terrain.

HOOLIGANS then write to you and in essays in which every other word is misspelled, tell you to give them more racing results and cut out all the other malarkey.

Of course they threaten not to renew their subscription. I can think of other publications these immature clowns should read.

So here I am on the outskirts of this pueblo, some 100 miles southwest of Mexico City. Honestly, my vocabulary is inadequate to describe the beauty of Avandaro. But just a couple of paragraphs, please, before I get into the racing chatter.

Pebble Beach had always struck me as a brooding forest; this extremely thick pine forest is a happy wood, and the bright Mexican sunshine just bursts through all the greenery and its dazzling brilliance blinds you.

From one of the bungalows of the Refugio del Salto Hotel you can see the magnificent Lake Avandaro in a blueness you will never forget. And you can see and hear the thunderous roar of the waterfall. This nullifies everything, even serious physical problems. You are lulled into another world.

The pines are so thick you think they will embrace you.

(Continued on Page 3, Col. 1)

In the News

Fangio to Start 150-Mile Race at Silverstone

LONDON, April 29. -- Juan Manuel Fangio, five-time world road racing champion, (1951, Alfa Romeo; 1954-1955, Mercedes-Benz; 1956, Ferrari; 1957, Maserati) will be at Silverstone, May 2 to start the 150-mile International Trophy Race for Formula I and Formula II cars.

Silverstone spectators will recall that at the first International Daily Express Trophy Meeting, another legendary figure, Tazio Nuvolari, was accorded a great welcome when he visited Silverstone in 1949; now, eleven International Trophies later, an opportunity arises to pay tribute to an equally great figure.

(Continued on Page 5, Col. 1)

HO 9-3594 NO 1-8936

Those are MOTORRACING's two new telephone numbers.

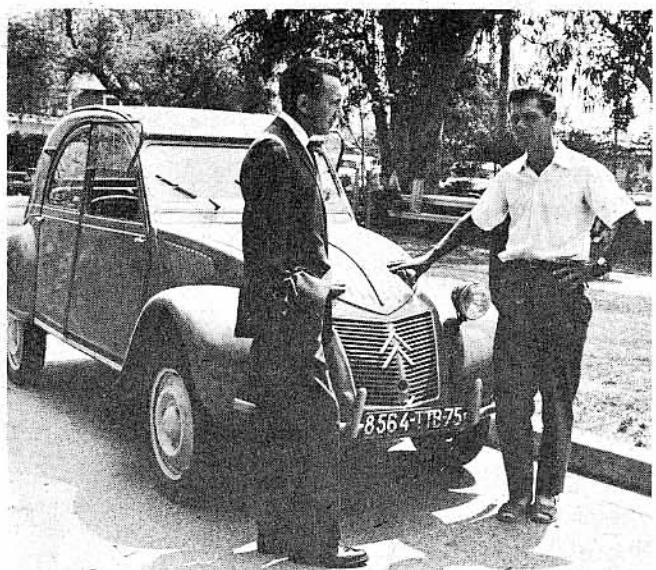
Call either one for information on display advertising, subscriptions or editorial matters.

Please change your records and delete the old HO 4-1557 number. The phone number for classified ads remains the same--AX 2-0287.



TWO SPORTS CAR RACING figures, both in Mexico last week, figured in the news. They are Tony Parravano, left, who found Internal Revenue Agents seizing parcel of his sports cars valued at \$60,000 which he had slipped across the border, and Ken Miles, a former driver for Scuderia Parravano. Among others who drove for the little Italian were Masten Gregory and Carroll Shelby. (Photo by Lester Nehamkin)

NEWS ALONG THE ECONOMY CAR FRONT



ARMAND GARNIER, western manager of Citroen Cars Corp., left, greets Jean Trouble, first to have driven a production car from Buenos Aires to Los Angeles.

Economy Car Notes

The British have come up with some interesting remarks concerning current trends in car styling and their position of "no change policy."

"We would like to express the very definite opinion," stated two of the Rootes Group's top engineering executives in Detroit recently, "that styling should more and more be studied to meet engineering requirements regarding stability and economy. Poor aerodynamics can spoil the 'road manners' of a vehicle at high speed,

For America's Number One Sports Car, You're Safer and Smarter at America's Number One Corvette Dealer

Harry Mann

Chevrolet



Where you are always in the driver's seat



Crenshaw at Slauson
Los Angeles
AXminster 4-6101

OPEN SUNDAYS

THE

GRAND PRIX RESTAURANT

LUNCH — DINNER — COCKTAILS

Daily — Noon to 2 a.m. Mondays — Open at 4 p.m.

WE 6-9583

8204 BEVERLY BLVD.

MOTOR RACING
AND ECONOMY CAR NEWS
Published Bi-weekly, except last issue of calendar year, by V. & P., Inc.
3862 Westwood Blvd.
Culver City, Calif.
Hollywood 9-3494
N Ormandy 1-8936
For the Classified Advertising Department only: 4041 Marlow Ave., Room 208, L.A. 8, or phone AXminster 2-0287.
Gus V. Vignolle ... Editor and Publisher
James E. Potter ... Assoc. Editor
James D. Going ... Advt. Mgr.
June Vignolle ... Circulation
Advertising Rates on Request
Mailing Address, P.O. Box 1127, Culver City, Calif.
YEARLY SUBSCRIPTION RATES
Domestic \$3 — Foreign \$4
Entered as second class matter at Culver City, Calif.
Manuscripts, photos or artwork should be accompanied by addressed envelope and return postage. The publisher assumes no responsibility for the return of unsolicited manuscripts, photos or artwork.
Copyright 1959



REST STOP--Former race driver Mickey Melvin is seen at right of DKW Cross-Country (second in line). Melvin was driving car entered by Los Angeles DKW dealer Murphy Oldsmobile Co.

LETTERS TO MOTORACING

PLEASE KEEP 'EM SHORT'
MOTORACING welcomes communications from readers. The briefer they are, the better is their prospect of publication. All are subject to condensation. We assume no responsibility for statements in letters.

CRITICS: READ THIS

I'm almost embarrassed writing you yet another slobbering fan letter, but dammit, I read VIGNETTES and I cluck and chuckle all the way through it. You and your gd soapbox

are definitely one of the high points in my life. When I try to analyze why your writing gives me such pleasure, it boils down to: "Why didn't I say that?" or "That's what I say!"

So we all identify with you as you knock down the phonies, expose the BS and deflate the hot-air balloons. Keep up the good work, Gus. I'm proud to call you my friend and I think of you often (and the good times we've had).

NAME WITHHELD BY REQUEST PARIS, FRANCE.

THANK YOU, JIM

Here is a check for a few subscriptions for friends who will enjoy MOTORACING. Thanks so much for the slides taken at Nassau. Hope to see you soon.

JIM ORR
KENTFIELD, CALIF.

NORTHWEST BEEF

I am afraid that I have become spoiled with the great sport car races in So. Calif., finding little advance notice and insipidly childish post-race coverage in the Northwest....

Here is an example of enthusiasm and publicity here: Attended the Shelton races March 15. Had I not raised the question of activities at a local sports/car agency, I would have never known the course or race existed. Not one word appeared in the Seattle papers. Arriving at the course, I found the SCCA had organized things in their us-

ual competent manner. No PA system, except for the pits, no programs, hours of practice, followed by several races with the same cars reappearing in many of the races irrespective of class. Then came the main where Pete Lovely's ex-'Pooper' damn near lapped the whole field, including cars having twice the displacement. Big deal!

Thought I could scrape up enough enthusiasm to find out the results of this smasher so I scanned the sports page Monday. On the 3rd page of the sports section was a short article, obviously written by a new, young female/reporter on her first assignment who must have thought that the 1956 Plymouth that came out with wire wheels was Detroit's answer to Ferrari. Lots of comments about those "funny little multi-colored" cars going around and around but NO results, NO charts, NO names, NO nuthin'. If you want a real chuckle, send for the Mar 16 edition of the Seattle Times and read it for yourself...

This all builds to one thing. If I can't get local information from youse guys, where do I go? Send me a press card and I'll cover the area.

Well, in any case, spoiled or not, I'm stuck with it, but can still enjoy one luxury --- MOTORACING, the enthusiast's Bible.

ROBERT C. HARPER
SEATTLE, WASH.

NUTS TO RALLIES

When I first subscribed to your paper it was terrific. I talked it up to my friends and several also subscribed. We have all been very pleased with it up until the last couple of issues, and now I find myself apologizing for it.

(Here the writer enumerated all stories in the last issue that did not pertain exactly to racing, complaining bitterly over use of rally stories and other features).

...There are still a lot of us who love racing and will buy anything that will give us some news of the sport... it would be a big help if you would combine all of the pictures and articles on racing on one page in the middle or back of the paper, so we could pull out the news and leave the garbage wrapper intact...

KEITH RYAN
SAN DIEGO, CALIF.

EUROPEANS RIGHT

...The European boys who said the faster and far rougher Monza course was too dangerous look much smarter now than the Americans... who belittled them for not running in the Monza 500, now that the slower and much smoother Daytona track has claimed a couple of the left runners. And I doubt that Daytona will appeal to the SCCA lads and lassies after hearing from Mrs. Bowden's (Kelso Auto Dynamics) crew that their Lister Chevrolet hit 192 on the oval and couldn't be set up to suit the oval and road course both.

JOHN W. BORNHOLDT
MOORESTOWN, N.J.

(Continued on Page 4, Col. 3)

Expansion Plans Told By Rootes

Increase in production this Fall of American small cars will not affect the sales of British cars, according to Brian Rootes, 39, managing director in charge of exports, sales and service, of Rootes, Ltd.

In Los Angeles to confer with dealers and distributors and to complete expansion plans in line with anticipated business, Rootes in a press conference at the Beverly-Hilton pointed out that the new American small car is still larger than the British models. "From press reports, it is apparent that the wheelbase of the smallest American car will be larger than the average small British car."

"For the last few years the American public has purchased British automobiles in record-breaking numbers," he said. "We do not feel that it will suddenly abandon this practice. Its cultivated taste will continue to demand the craftsmanship and quality we build into our automobiles."

"Our research to improve our product continues all the time and we at Rootes are proud of the technical improvements which have been incorporated into our motorcars."

Within the last few weeks, Rootes says, more than 72 new dealerships have been added, making a total of more than 900 in the United States. "Such expansion is necessary because of the continuing high sales of Rootes cars," he says.

He also pointed out that increased reciprocal trade is a must in the relationship between this country and the United Kingdom.

Specialists in Service for
Jaguar — MG & Austin-Healey
Now Specializing in LANCIA
OSSIE & REG
5406 W. WASHINGTON
(Corner Washington and Hauser)
LOS ANGELES 16, CALIFORNIA
WEBster 4-2665



Rene Pellandini,

President of Worldwide Imports, Inc.

AC and MORGAN Distributors

Will Offer

Special Consideration For

COMPETITION DRIVERS

Who Will Commit Themselves

To A Minimum of 5 Races in 1959



Distributor

For California-Nevada-Arizona-Utah Idaho
The FASTEST and SAFEST
Two-Liter Production Sports Car in the World
A proven winner on all major U.S. road race courses
... and a genuine pleasure for normal street driving.

Worldwide Import

INC.

1968 So. Sepulveda, Los Angeles
GR 7-6739

Quick Service for Quick Cars

DUNLOP

LEFTY JENKINS

TIRE RETREADING FOR RACE OR STREET

4400 FIRESTONE BLVD. LO 4-2471 SOUTH GATE



Vignettes

By Gus V. Vignolle

TROUBLE FOR V12 FERRARIS IN MEXICO

(Continued from Page 1)
They are so tall you get kinks in your neck just looking up. The multi-colored flower beds are absolutely dazzling.

The Mexicans are wonderfully slow, and the pace is slow enough to disturb the cardiac specialists for lack of business.

And, on top of all this, you open your eyes in the clear, sharp Mexican morning air and what do you hear?

You know what you hear?

You hear the crying and the singing of strange birds. But that isn't all.

You hear something else that is beautiful. You hear the whine of Ferraris, Maseratis and Porsches. The only time that this enthralled me more was at Sebring in 1957--the mechanical symphony from the tremendous Maserati that JUAN MANUEL FANGIO and JEAN BEHRA drove to victory. Enough.

Josie Wows em

The biggest hit here--even more than MILES' victory--was personable JOSIE VON NEUMANN. She took Mexico by storm. They went crazy over her--in Mexico City and here. They had never seen a gal against top men drivers. They cheered her to the echo. A woman in a Ferrari was absolutely unheard of.

SEÑOR CARVALLO of NOVEDADES went crazy over her. Half of his story in this leading Mexican daily was devoted to JOSIE VON NEUMANN.

JOSE LUIS PUENTE, treasurer of the sponsoring RODA club, reminded me of PABLO PICASSO'S wondrous expression, "Es una cosa muy rara!"

With the exception of the Panamerican road race, Mexicans had never seen this many Ferraris at one time. RICHIE GINTHER and PAUL PRIMEAU had a tremendously exacting job on their hands driving JOHN VON NEUMANN'S massive van containing three of the Maranello machines. Then there was PEDRO RODRIGUEZ' 3-liter job.

Josie toolled one of the 3-liter V12 Testa Rossas, and her duel with ALLAN CONNELL, of Ft. Worth, in a 2.5 Maserati, was one of the highlights of the early going. The Texan finally conquered her, but that didn't lessen the cheers for the gal.

Incidentally, Connell hauled his own petrol all the way from Texas. He arrived late, missing practice completely on Saturday. There were some strange rumors on the various kinds of gas that were to be used.

Finally, Ginther talked everyone into using fuel from the Pemex truck at the course. The Mexicans went with lighter loads than the Americans, as witness:

Viva Mexico!

Von Neumann's three Ferraris took 112 liters as compared to 100 for Pedro Rodriguez, and Miles' Porsche RS took 70 liters as compared to 60 for Ricardo Rodriguez' RS.

Just No Pull

All of the V12s, including Pedro's, experienced plenty of trouble coming out of the tight turns. At the hairpins, Johnny, Josie and Pedro got down to about 2500 RPM and the engines just wouldn't pull.

This woe, however, did not befall Ginther, who was piloting the only 4-cyl. Ferrari, the 2.5 Testa Rossa.

Von Neumann, who was picking up a tab almost as fat as that of PEDRO RODRIGUEZ, father of the two boys, was somewhat crest-fallen over the fact that he had to drive the "experimental hot-rod" Ferrari. This is a 2.5 with a 3-liter engine that Ginther and Primeau have been working on for three months. They have dubbed it the "hot-rod" at Ferrari Representatives of Calif.

Everyone seems to feel that one of these days this model is going to click, but it certainly didn't here. Johnny was out very early with carburetion and exhaust troubles.

Muy Mala Suerte

BRIEF NOTES MADE ON TORTILLAS DE ARINA--It was two years ago this month that I first saw the then 15-year-old Ricardo on this course in his 1500 OSCA. He took 3rd behind von Neumann, in the then new 2.5 Ferrari, and JULIO MARISCAL, D-Jag, who since bought a Ferrari but has given up the sport after being whopped by Ricardo... Since he got into racing, Don Pedro Rodriguez has spent about 2 million pesos, or some \$170,000. He had nada but bad luck today. First Pedro, Jr. went out before the race was half over, then Ricardo on the last lap, although he was placed 2nd on basis of laps completed. On top of this, Pedro Jr.'s Corvette was driven by Mexican actor ARMANDO SILVESTRE, and it ran out of petrol on the last lap. And more grief when the big Rodriguez truck also wouldn't budge on the 100-mile trek home to Mexico City through a treacherous, winding road. But no moans from Don Pedro, who took it all in stride and simply began worrying about preparing the Porsche and Ferrari for the Lago de Guadalupe races next Sunday and hoping the American pilots would remain over for the event. It came as a big and pleasant surprise when the RODA officials informed Don Pedro that Ricardo was placed second. At least, he salvaged some pesos, but certainly not enough to equal his fantastic expense tab at this layout. This joint is expensive as all-get-out.

There were some discrepancies on the starting money at Avandaro. The rules book said the Americans were getting \$500 each, while von Neumann said his wire mentioned \$2000 for two cars plus \$350 for Josie. There was some consternation on the part of Sr. Rodriguez that he had not been offered starting loot, especially since his boys are tremendous attractions not only here but in the U.S., Europe or wherever they race....



BETTY SHUTES of Hollywood signs Jack McAfee to drive her new Porsche RS Spyder in the Del Mar sports car races May 2-3. McAfee, 1958 West Coast champion in the under-1500cc modified division, competes in 30-lap main event for modified cars under 2000cc. Happily looking on is race queen Luana Cochett and Lindley Bothwell, chief steward of race. Bothwell expects field of more than 125 drivers from San Francisco, Arizona, San Diego and Los Angeles.

Intercontinental Formula Definite For World Racing

According to the Automobile Competition Committee for the U.S., American FIA representative, in the U.S., England and Italy, at a recent London meeting, agreed to re-organize big car racing by adopting the following proposals for the "Intercontinental Formula". (The rules, regulations and specifications for big car racing):

--The engine size of the

some of the comments in Spanish....At first there was a rumor the Carrera Panamericana would be resumed in 1960; now they say there's no chance because the roads are in bum shape....CHUCK BALDWIN, who was studying in Mexico the last time we saw him, came from Madison, Wisc., with his wife and dad. He drove the Chrysler-powered Baldwin Spl. that FRED (EL ZORRO) VAN BEUREN built some time back. He had some bad luck, though, belting the hay in the Mecanica Nacional race. Chuck is selling the car to another chap who is going to college in Mexico City. After he finishes his law studies in Madison, Chuck hopes to return to Mexico to practice. He misses el pais very much....The most beautiful Mecanica Nacional entry was the sleek, yellow Cad-powered machine driven by that fine driver, JORGE SANCHEZ (EL BIGOTE) BO-CANEGRAS. It looks exactly like a Formula 1 machine. He was 4th. Bocanegra was renowned here for his success with a modified Ford grand touring car....

Viva Mexico!

WILLIAMSON MOTORS

Authorized Sales and Service

MG-A • AUSTIN-HEALEY

3133 W. Pico, Los Angeles 19, Calif.

Republic 2-8126



Ferrari REPRESENTATIVES

of California

1767 North Cahuenga Boulevard
Hollywood 28, California
Hollywood 9-4700

Sales and Service under Management of Paul "Ritchie" Ginther

Another Mexico Race May Lure Yankees

MEXICO CITY, April 29 --- As MOTORACING went to press, three of the So. Calif. drivers who raced at Avandaro last Sunday---Ken Miles, Richie Ginther and Josie von Neumann---were not certain whether they would remain for the May 3 Lago de Guadalupe races on the outskirts of the capital. Organizers hoped they would remain for a resumption of competition with the country's two best-known pilots, Ricardo and Pedro Rodriguez. The other Californian, John von Neumann, flew from here today to Florida for a Volkswagen distributors and/or dealers meeting.

Citroen Driven From Buenos Aires to L.A.

A man who really enjoys driving, Jean Trouble, a civil engineer of Paris, France, arrived here yesterday. The unusual thing about this story is that Trouble left Buenos Aires on January 5, 1959, in a small French Citroen 2-CV and drove 15,000 miles to Los Angeles.

This marks the first time that a stock production car has been driven from the Panama Canal to Los Angeles with no cartage. Trouble covered all types of terrain - from 15,000 feet elevation in Peru to the low desert country of Mexico and California.

During one leg of the trip he forded 52 rivers in 100 miles; this took three days to complete.

Trouble left Buenos Aires with a capital of \$800.00 and during the three-month drive, his expenditures averaged \$100.00 per month.

The small car has a gasoline capacity for 200 miles, averaging about 50 mpg. Trouble stated there was no trouble in obtaining gasoline, as many of the friendly construction engineers on the new Pan American Highway, currently under construction, donated gasoline from their own trucks and tractors along the route.

During the majority of the drive, Trouble had no maps and obtained information from village to village. He drove with the original tires he purchased on his car in late 1958, carrying two spare wheels. The air-cooled engine

EUROPE TOUR

Are you interested in joining MOTORACING'S tour to Europe this summer, tied in with Dusty Mahon's Westwood Travel Service? Write for full particulars to P.O. Box 1127, Culver City, Calif.

NICK PASTOR

3451
FIRESTONE
South Gate,
California

7-2161

*TRIUMPH TR3

*ALFA ROMEO

*RENAULT

*HILLMAN MINX

DRIVE *PEUGEOT
THEM ALL *BORGWARD
COMPARE AT ONE TIME *DKW

\$25 down
36 months to pay

Subscription Order Form

Yes!

I Most Certainly Want MOTORACING

Enter my subscription for 1 YR. at \$3.00

3 YRS. at \$8.00

Foreign Rate, \$4.00 per year
 Check or money order enclosed.

New Subscriber Renewal
We're Interested In

- Sports Cars Grand Prix Racing
- European Events General Automotiv
- Tech. Articles Personal Columns
- Feature Articles More Photos
- Race Cars Concours d'Elegance
- Rallies Customs
- Gymkhana
- Cartoons

Air Mail \$6.00 — 1 Yr. for U.S., Hawaii, Canada, Mexico

Name (Print) Address City Zone State

To Help Us Check Distribution, Please Mention Where You Secured This Copy of MOTORACING

Also Send Subscription to the Following. Enclose \$3.00

Name (Print) Address City Zone State

SEND COUPON NOW

Clip and Mail Entire Form to MOTORACING
P.O. Box 1127, Culver City, Calif.

BECHTELS WIN NATL. RALLY

TUCSON, Ariz., April 19. --- Joe and Celia Bechtel, of Manhattan Beach, Calif., a tough combo to beat, won the SCCA national rally, the Great Canyon, in their Porche here today. They are the defending national SCCA champions. They had a 40-point error for the eight legs. Next were W. E. Larned and M.R. De Loof, Corvette, followed by John Kimlinger-George Patraw, Austin-Healey, and 44 other couples. Two cars were DNFs.

(Please turn to page 7 for tabulated results of top finishers)

SLIGHTLY MODIFIED

By W. R. C. Shedenhelm



Well, sir, the big sporting event for April was the 1st Annual Mt. Baldy Beer Climb and Snake Fry, co-sponsored by the Race Gypsies. We are forced to admit that the brave little band who met to try to scale the treacherous east ridge of towering Mt. Baldy were not exactly the outdoor type. As a matter of fact, we doubt if any one of them could follow a bleeding elephant across a level snow field at high noon.

With the engine of our Sprite-type sporty car belching its song of power to the murmuring pines, we led the understandably tense caravan of climbers to the first bivouac, Glacier Camp. Already we were in the thin air of the high country, where roadside signs read, "Watch Out for Glaciers," and "Abominable Snowmen Crossing Next 5 Miles."

The next stage of the climb was an exhausting and tortuous ascent to the Notch, made on the chair lift. At the Notch we had a few nourishing beers, thinking of the long climb ahead of us. Outside, in the frosty air, we hitched up our Sherpas, shouldered our edelweisses full of emergency rations and headed for the infamous Devil's Backbone, little knowing the fate which lay in store for us.

Back at the Grand Prix

EXPERT SERVICE FOR

PORSCHE

VOLKSWAGEN



WHERE COURTESY AND QUALITY ARE FIRST

MICHELMORE MOTORS
6937 RESEDA BLVD.
RESEDA
DICKENS 4-7187

*SUI GENERIS IN THE FIELD
OF FOREIGN & SPORTS CAR
ACCESSORIES!

Vilém B.

HAAN INC.
FOREIGN & SPORTS CAR ACCESSORIES CENTER
10305-07 Santa Monica Blvd. CR 1-3775
West Los Angeles 25, Calif. or BR 2-4455
"in a class by itself."

JUST THREE BLOCKS WEST OF THE BEVERLY HILTON HOTEL

"FLIP-UP" BUBBLE SHIELD For BELL 500TX HELMETS

Retains all of the operational characteristics of the "Sparon" model but has the added feature of "flip-up" action. Designed for extreme ease of removal yet remains handy and always ready for immediate use. Fits the Bell 500TX helmet after simple installation of pivot pins to outside of helmet by adhesion (no drilling necessary) resulting in no protrusions inside of helmet. Comes complete with installation kit and is available in 4 combinations as listed below.

STREAMLINE BUBBLE SHAPE REDUCES DRAG
AND TURBULENCE
OPTICAL QUALITY, DISTORTION-FREE MATERIAL
SHATTER-RESISTANT
STRONG COMPOUND CURVE SHAPE DEFLECTS
FLYING OBJECTS
BEADED VINYL EDGE TRIM FOR EXTRA SAFETY
TESTED AT OVER 200 M.P.H.
LOW PRICED

CLEAR CLEAR with SUNSHADE \$7.95
TINTED TINTED with SUNSHADE \$8.95

Approved by all Racing Associations

See your Dealer or write direct to:
BELL AUTO PARTS, INC.
Ludlow 7-5229
3633 M. E. Gage Ave., Bell, California



BELL 500TX HELMET
WITH VISOR - \$38.00
WITHOUT VISOR - \$36.00

Moss Wins In Sicily

SYRACUSE, Sicily, April 25.—Stirling Moss of England, drove a Cooper-Borgward to victory today in the 188-mile Grand Prix of Syracuse.

He covered the 55-lap course in one hour, 53 minutes, six seconds for an average speed of 99.4 miles per hour.

Jean Behra of France, in a Ferrari, was second in 1:53:38.4.

LETTERS

(Continued from Page 2)

CALLING DR. KUMMER

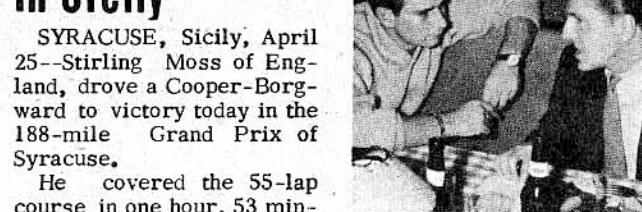
I am sure there will be much misunderstanding of your review of Dr. Kummer's report. If Mr. Hayakawa should read the article, he will probably be in doubt as to the meaning of the term "sexually inadequate." The connotation of this term, I think, is generally taken to involve a relationship with the opposite sex. Is not the sense in which Dr. Kummer uses the term, that in which the male asserts his masculinity through the medium of the sports car, or flying an airplane, or going hunting, or playing football, or bullfighting or just fighting, etc.?

The answer to the last question came all too soon, whilst we were inching along a delicate finger-tip traverse, roped to pitons firmly driven into the sheer wall of decomposed granite. Suddenly, Tall Blond Boy Jacque toppled to the ground, singing a ribald Sierra Club song and claiming oxygen starvation. We applied a soothing medication of grape, made the poor chap as comfortable as possible in the middle of the trail, and pressed onwards up the knife-edged ridge.

Finally, though, we were forced to turn back, mere miles from success. Our vital supplies were running perilously low and the bar back at the Notch was a long, weary 20-minute walk away. It is not the summit itself that is of ultimate importance to the true sportsman, but, rather, the fight for the summit. We had put up a magnificent fight and our heads were unbowed. All except Jacque, who fell asleep at the bar and severely bruised his forehead.

We once more proved the heady motto of the surveying crews, "Sic transit, gloomy mundi."

Read MOTORACING. Subscription blank on Page 3.



BRUCE KESSLER, left, shown with German Count Wolfgang von Trips at Grand Prix restaurant before recent Pomona every photograph was reproduced in which the former was used with fidelity. Looking injured, Kessler has been back as far as Vol. 1 No. 4 named Technical director for comparison, I found what sports car racing TV series looked like a fifteenth century manuscript, but actually it was a somewhat weathered well-used and often referred to copy of a new publication called MOTORACING.

(We shouldn't consider the thing out of context with the whole either.)

Incidentally, you shouldn't have printed the article in the first place. Now that most of us are exposed, we will have to find a more subtle way of expressing ourselves. I think maybe I'll become a cop.

BOB BEASLEY
NORFOLK, VA.

EDITOR'S NOTE---We believe reader Beasley is correct as to what Dr. Kummer meant, but to make certain, Dr. Kummer will answer this letter in a future issue of MOTORACING.

SESSLAR 1st IN PORSCHE

MARLBORO, Md., April 19. --- Don Sesslar, fast becoming Porsche driver from Ohio, drove an RSK to victory here today in the Washington region SCCA headliner over a 1.5-mile course in a semi-wet weekend.

LAUDS NEW PRINTING

Congratulations. The new paper stock is very fine and every photograph was reproduced with fidelity. Looking injured, Kessler has been back as far as Vol. 1 No. 4 named Technical director for comparison, I found what sports car racing TV series looked like a fifteenth century manuscript, but actually it was a somewhat weathered

well-used and often referred to copy of a new publication called MOTORACING.

You and your hard-working staff have come a long way in making MOTORACING an up-to-the-moment newspaper for sports car fans. The new printing reflects good taste and sincerity in "pleasing the readers." Best of luck to a fine staff.

WM.K.LANDON
LAWNDALE, CALIF.
For Sale
PORSCHE 550 RS SPYDER
(Silver)
VERY FAST
•Contact
JOE PLAYAN EX.8-5548

It's Behra At Aintree

AINTREE, England, April 19. --- France's Jean Behra, driving a Ferrari, won the 200-mile Aintree international race for Formula I cars here. He averaged 88.7 mph. Second, 10 seconds back, was Tony Brooks, England, also in a Ferrari. Bruce McLaren was 3rd in a Cooper Climax.

Master Gregory, Cooper Climax, the early leader; Harry Schell, BRM, and Stirling Moss, Cooper-GRM, went out with mechanical difficulties.

America's Most Experienced TRAVEL AGENCY for the Automobile Enthusiast

DUSTY MAHON'S

Westwood Travel GR. 8-9823
1133 Glendon, Westwood Village

SWAP!

I have a wonderful old 5x7 Press Graflex camera (f4.5) with 6 x 8 Tessar lens. Stupendous for portrait and landscape photography.....Do you have a Leica, Canon or Nikon that you would like to swap? MICHAEL Y. CASEY
PO Box 34648
Los Angeles 34, Calif.

BAP

announces their 1959 catalog

FREE
to JOBBERS, DEALERS
and SERVICE GARAGES

The new BAP catalog is available only to the above outlets—See below for information regarding individual car owners. Catalog contains over 100 pages of car parts and accessories—complete list of distributors and jobbers—Parts for British—German—French and Italian cars. The BAP catalog is only printed in a limited edition—it is advisable to mail enclosed coupon immediately for your FREE copy.

59

PARTS FOR EUROPEAN CARS

BRITISH AUTO PARTS, INC.
530 GOLDEN GATE AVENUE • SAN FRANCISCO 2, CALIFORNIA

**LIMITED EDITION
MAIL TODAY**

Please send me your FREE 1959 parts catalog (please print)

COMPANY NAME

YOUR NAME and TITLE

ADDRESS

Please enclose your business card

CARS BRITISH GERMAN
HANDLED FRENCH ITALIAN
Please Check

STATE

SENT TO JOBBERS AND DEALERS ONLY

530 GOLDEN GATE AVENUE • SAN FRANCISCO • CALIFORNIA

BRITISH AUTO PARTS



San Francisco Newsletter
• Dear Gus
 By TOM WILSON
 RACING; RALLYING SAME
 NTHING, FOLKS THINK

DEAR GUS:
 A few brief notes on various subjects, just to keep you up to date on the small talk among the enthusiasts. I am writing this from the wilds of Colorado, after a brief look at the Arizona Border Regions, Great Canyon rally as it thundered through the pinions of the Grand Canyon. That "Great Canyon" deal is not a typo. It seems that the rally route is planned so that they tour at least five big gorges.

A few interesting sidelights on this rally: Your old friend TRACY BIRD (THE PIPE) was manning two checkpoints on each of the two-day runs and had a ball and a road race trying to check in 50 cars and then racing 300 miles to the last checkpoint and check in the same guys. Imagine their surprise - and they thought that THEY were making good time. Tracy has now completed his training for Laguna Seca - but he will have to leave that rear deck trunk at home.

BILL MARTINEZ was the official observer for SCCA national but the Denver boy was unknown to the rally master and Bill was doomed to turning loose a pair of bloodhounds as route guides. He finally promised not to divulge any secrets and was given the official route instructions so he told his wife to call off her study of the tire treads on the various constant cars. Sliding through dusty cross roads

does not leave much tread mark evidence. That 900 mile run would have been the world's longest tracking job.

The rally officials briefed the highway patrol and the various chambers of commerce and they received a reassuring letter from the post-mistress of Skull Valley. She assured them that the whole town would stay on the porch of the postoffice, and the store would stay open so the telephone would be available in case of emergency. Rallymaster BILL PETERS is convinced that the natives need a brain-washing concerning the whys and wherefores of rallying that there is a distinct difference from road racing. Gus, I still think she was right. When that mob hit Skull Valley, the natives wished that they had tied up the dogs also.

Tracy and CLARK MC CARTNEY started something when they set up those SCCA Pacific Coast championship races. Now SEYMOUR LAFF, R.E. of the Colorado region, and BILL ONG, R.E. of the Kansas region, are forming a mid-west coalition that will determine the racing champs of their areas. They hope to call in the New Mexico, Oklahoma and Texas drivers for a round of regional races to determine the class champions in all classes, both modified and production.

With best regards,
 tom wilson



SHOWING SPOILS of victory are Joe and Celia Bechtel, of Manhattan Beach, Calif., who won the recent Nat'l. SCCA Great Canyon rally in Arizona. They drove a Porsche. (Story on Page 4)



COPY STEALING

Two of Los Angeles' snapper-wrappers soon may come to verbal blows, if one of the sports car "writers" doesn't cease copying the other paper's copy... Within the next month, possibly two, a new magazine, dedicated to Go-Karts, quarter midgets, and other small cars, will hit the newsstands under auspices of a leading automotive publisher... Esquire magazine will mail you a free pocket-size imported car guide, with the May and June sports car race schedule. Write Esquire, 488 Madison Avenue, New York 22, N.Y.

SAN DIEGO CONCOURS Sports and classic car enthusiasts are being invited to show cars in the first concours d' elegance which will be staged Sunday, Sept. 6, in the Organ Pavilion at Balboa Park as a Fiesta del Pacifico event. The Jaguar Automobile Club of San Diego is sponsoring the exhibit of sports cars.

AKRON, Ohio, -- To celebrate its golden anniversary in racing, The Firestone Tire & Rubber Co. has published the history and com-

plete records of nine of the world's greatest automobile races. Copies of this record book are available to the public. Requests should be addressed to Firestone Public Relations Department, Akron 17, Ohio.

BILL LOADVINE, well-known in So. Calif. race circles, invites all Valley speed fans to a posh cocktail lounge he is opening at 16148 Ventura Blvd., Encino, at Woodley. The preview is planned for May 15-16-17. Named the MOTOR SPORT, the place has \$3000 worth of murals depicting all forms of motor racing.

Potential RACE GYPSIES, who want to camp out in a trailer, camper, tent or in

They're Asleep Up in S.F.

Because of poor press service on the part of the San Francisco region of SCCA in compiling the April 18-19 Stockton results, Pacific Coast drivers' standings are omitted from this issue.

It is known, however, that Sam Weiss, Porsche RSK, has moved into 3rd in E modified, while Jack Flaherty, Lister-Jag, the Stockton winner, has moved into 4th in the over-2000cc modified class.

Complete Coast point standings, including Stockton and the forthcoming LA SCCA races at Del Mar, will be published in the next issue of MOTORACING.

DEARBORN, MICH. -- Development of a unique supercharged gas turbine engine of 300 horsepower has been announced by Ford Motor Company.

Florence Triumphs In Ferrari

SHELTON, Wash., April 19. --The 20-lap headliner of the Northwest SCCA sports car race program here today was won by Lew Florence, of Olympia, in a 3.5 Ferrari.

George Keck, Porsche Special, who was involved in a spirited duel with Tom Meehan's Pooper, was second. Dr. Frank Becker, Ferrari Testa Rossa, was third.

Class winners, besides the first three in D, F and E, respectively, were Ron Lee, Lotus XI, G; Jerry Grant, Ford Sp., B, and Donivan McCune, Fiat Abarth, H.

Other race winners: Wade Carter, Porsche; Dean Geddes, Corvette; Jim Piggott, Cooper Climax; Roger Molt, Corvette.

SALT LAKE RACES SET

SALT LAKE CITY, April 29. -- Keen interest is generating in various racing sections for the third running of the Great Salt Lake Road Races, slated for May 16-17 at Salt Lake Airport No. 2, West Jordan, Utah.

John Brophy, well known in West Coast sports car circles, is general chairman of the event which will be held over a 2.7-mile course with a 1.2-mile straight. The course has nine turns.

Four races are scheduled on Saturday, five on Sunday. Deadline for entries is May 11. Contact Utah region SCCA at PO Box 291, Salt Lake City, Utah.

Stockton Results

(Continued from Page 1)

Lehr, Cooper, followed by Glycer, Mans; Bob Wenz, Cooper; Gaining on the leading Fla. - Hugh Harn, Corvette; Jack Herty, Weiss spun on turn 5 Flaherty, Lister-Jag, and faded to 3rd, again Weiss pressed and again he spun out on turn 5. After that there was no catching Flaherty and he won by seven seconds.

Flaherty set a course lap record of 2:08.

Tough luck hit Andy Portfield, Los Angeles, leader in the Corvette race, when mechanical trouble forced him out. Hugh Harn, Tiburon, won after a duel with Ray Altman, Oakland.

In the production Porsche race, Charles Parsons, Carrera, scored a surprise win over Don Dickey, GT.

Other winners included Stephen Kursh, Sprite; Fraser Sibbald, MGA; Ron Pearson, Volvo; George Miners, Porsche; Jim Payne, Corvette; Tim Raitton, Porsche; Charlotte Duncan, Lotus XI; Jay Huffer, Lotus Elite; Charles Parsons, Porsche; Charles Parsons, Porsche Carrera; Don Wester, Porsche; Art Snyder, Lotus Le

the open at the Santa Barbara races, May 30-31, should sign up at the Grand Prix Restaurant or phone W.R.C. SHED-ENHELM at OL. 6-5000.

DNF: Miller, Lotus XI, broken sway bar, 2 laps; Peterson, Lotus XI, out on turn 6 (froze engine), 9 laps; Cartuth, Aston Martin, rear end guide broke, 17 laps; Knoop, Huffaker, 6 laps; Howard Chamberlain, Lotus Elite; Charles Parsons, Porsche; Charles Parsons, Porsche Carrera; Don Wester, Porsche; Art Snyder, Lotus Le

CONTINENTAL CAR IMPORTS

RENAULT - TRIUMPH - BORGWARD - PEUGEOT
COMPLETE SERVICE FOR ALL IMPORTED CARS

8750 Washington Blvd. TE. 0-1182

Culver City

VALVOLINE



TRY OUR NEW

"JET FLITE"

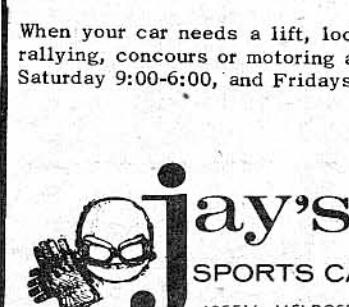
VALVE OIL

FOR

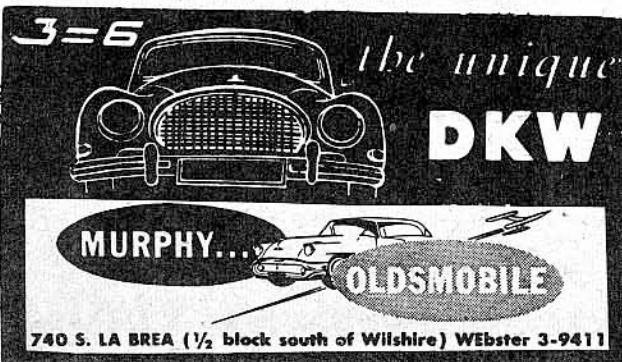
ADDITIONAL
POWER

VALVOLINE the World's First Motor Oil

In The Springtime



When your car needs a lift, look for that special racing, rallying, concours or motoring accessory -- Daily through Saturday 9:00-6:00, and Fridays 'til 9:00 at...
 jay's
 SPORTS CAR ACCESSORIES
 6055½ MELROSE AVE. HOLLYWOOD 38
 PHONE Hollywood 2-6905
 (Free parking corner Melrose & Seward)



740 S. LA BREA (1/2 block south of Wilshire) WEBSTER 3-9411

MILES PORSCHE VICTOR

(Continued from Page 1)

The British-born Hollywood resident won by two laps after both Ricardo and Ginther, of Granada Hills, Calif., were forced out with mechanical woes.

Ricardo Second

Ricardo's Porsche was second when he went out with a shattered gearbox one-half lap before the finish of the 50-lapper. At the time, he led the third-place car, a 2.5 Maser, driven by Allan Connell, Ft. Worth, by four laps. Officials of the sponsoring RODA club ruled that since results were based on laps completed rather than time, Ricardo was awarded 2nd, and Connell third, also with 48 laps completed. Josie von Neumann, who made a fantastic hit with the crowd of 25,000, was 4th in a 3-liter V12 Ferrari Testa Rossa, three laps behind.

It was the first time a woman had competed against the top men drivers here on an equal footing.

Ginther, driving the only 2.5 Ferrari (4 cyl.) Testa Rossa, was listed 5th after going kaput on the 43rd tour with a broken axle.

Only two other cars—ACTUALLY five in all—finished out of a field of 10. They were a Corvette, piloted by the handsome Mexican actor, Armando Silvestre, 6th overall (since Ricardo and Richie were listed as finishers) and 1st in 2901cc-up sports production class, seven laps in arrears; and Adolfo Romero, Jaguar XK150. Silvestre actually ran out of gas on the last whirl and did not finish.

Von Neumann Out

The casualties, according to Mexican calculations, included John von Neumann, Hollywood, 3-liter Ferrari Testa Rossa, out on the fifth lap with carburetion and exhaust trouble; Pedro Rodriguez, 3-liter Testa Rossa, out on the 23rd when a valve seat fell out of the cylinder head, ruining the whole cylinder; and Pato Claverias, Jr., Jag 150, who rammed into the hay protecting a telephone pole. He was uninjured.

Miles won in the presence of Mexico's young new president, Lopez Mateos, and his wife and daughter, Avicea Lopez Samano, who was the honorary starter.

Thus Miles gained revenge and is now one up on the Mexican phenom. Miles nailed him in Puebla, Mexico, in May, 1957, and Ricardo beat him here last year.

Ricardo had the pole and blasted out like a thunderbolt around this course that makes the late and lamented Pebble Beach look like a bleak airport circuit both as a gift of nature and in true regginess.

Sports Car

Road Race AT DEL MAR RACE TRACK

This Saturday & Sunday

Tickets on sale
at the track...

\$1.00 \$2.50 \$3.50
Saturday Sunday Grandstand.

Free Parking

Race Schedule:

Saturday: Starts 10AM
Practice & Qualifying
Racing 1PM

Sunday: Racing Starts 11AM

Presented By:

Sports Car Club
of America

WHERE TO BUY

MOTORACING

Autobooks, Harry Morris, 2900 W. Mulholland Blvd., Burbank, St., New York City.
W. Gordon & Co., Inc., 32 E. 39th St., New York City.
Vilem B. Haan, Inc., 10305-07 Santa Monica Blvd., West Los Angeles.
Imported Car accessories, 1101 No. Pacific Ave., Glendale.
MG Mitten, 3044 N. San Gabriel Blvd., San Gabriel, Calif.
Jay's Sport Car Accessories, 6065½ Melrose Ave., Los Angeles.
Steen's Power Parts, 19 E. Valley Blvd., Alhambra, Calif.
Chick Lesson's Autosports, Ltd., 3745 Broadway, Oakland, Calif.
Magazine Center, 227 E. 4th St., Long Beach, Calif.
Autosport Accessories, 1114 Ocean View Blvd., Whittier, Calif.
Gardena Stadium, Western at 137th Culver City, Calif.

CANADA GOES PRO

The Canadian Racing Drivers Association is pleased to invite you to attend the first professional sports car endurance race ever held in Canada. Slated for Saturday, May 9th, at the popular Harewood Acres circuit, near Jarvis, Ontario, the event will cover 135 laps of the tricky 2.3 mile course. This marks a real milestone in the progress of motor sport in this country. Sports car racing now joins the ranks of the many other spectator events that have matured in the last few years....

Again, welcome to this first race event of the '59 season; enjoy Canada's fastest motor racing. We can promise you sport of the highest calibre; with cars and drivers never before viewed by Canadians....

CANADIAN RACING DRIVERS ASSN.

ED CLEM,
PUBLICITY DIRECTOR.
TORONTO, CANADA

Ginther's neck. There was no air between them as they hurtled out of the treacherous lower hairpin on lap 25. Three rounds later Richie had lapped 3rd-place Ricardo.

On the 30th it was Miles adelante, never to be headed. Three laps later he lapped Ricardo, whom most picked to defeat the Briton.

From this point Miles poured it on—and all interest in the race vanished completely.

Ten laps before the finish Ginther's brakes locked as he blasted the Italian car down a steep grade into the lower hairpin. Unable to make the turn, he roared into the escape chute, made a U-turn and smashed against a brick house, bashing a tire into the rubber. But he cleared out beautifully and was given a thundering "Viva!" and "Ole!" as he charged up the grade. It was all anti-climactic of course.

Broken Axle

Turn 1 at the end of the 4500-foot main straight plunges dangerously into the thick forest, and it was here on lap 43 that Richie got the scare of his life. Thuddering down the rough, sticky, weather-beaten asphalt, Richie felt the axle break, but the Ferrari screamed down to the bottom and out for good at the same escape road HE had previously visited.

Ginther joined Pedro along with this reporter as

Maser, Porsche Win At Pro-Amateur Vénice, Vineland

Races At Riverside

VINELAND, N.J., April 12. --- Rain, hail and then a terrific snowstorm failed to dampen the spirits of the South Jersey Region SCCA which staged its first race of the season here today. Drivers in the last race all but got lost in the white stuff.

Bob Holbert, Maserati 300s, won the 45-mile feature. The time was 43m34.5s. Ben Diaz, 2-liter Maserati, was 2nd, followed by Dave Zabludoff, AC Bristol. Holbert won by one mile.

Other winners: Howard Hanna, DB; George Frey, Porsche SS; Art Riley, Volvo; Roger Penske, Porsche RS; Paul Richards, Cooper; Harry Blanchard, Porsche Carrera; Hayward Anderson, MGA; Charlie Kolb, Cooper; John Guthrie, Alfa Veloce. ---

GEORGE MELICK

NEW POMONA CLUB

The Convair Pomona Sports Car Club has been formed by employees of Convair Pomona, a division of General Dynamics Corp. We would appreciate a note in your fine paper to inform the other clubs in the area of our existence. We have scheduled a rally for the week-end of May 10. The "Round the Valley Rally" will originate at the Pomona Valley Center parking lot on East Holt Blvd., Pomona. The first car will be off at 9:30 am for a run of approximately 130 miles thru

JACK L. REASONER, SECY.
CONVAIR POMONA SCC
POMONA, CALIF.

spectators at the hairpin. Some six laps later Ricardo added to the group watching Miles gesticulate wildly, grin, wave and cheer at all the paisanos thronging all the turns.

Miles, who played it cagey in yesterday's practice by letting everybody else knock their brains out in setting brilliant lap times while he was content to stroke it and grin owlily, set a new course lap record this gloriously beautiful day. On lap 30, precisely when he assumed the lead, he turned 1:49.6, knocking two-tenths of a second from Ricardo's 1958 record.

The victory was worth nearly \$1700 (US) in prize money to Miles, plus magnificent Mexican silverware and 500 (?) starting dollars. The organizers said prize and starting monies and silverware amounted to 192,000 pesos for the three races on the program.

Overall winners of the other two 20-lappers were the well-liked Fred (El Zorro) Van Beuren, an American living in Mexico, in his Alfa Romeo Veloce, and Eduardo Tobalina, of Mexico, in a Mechanica Nacional Libre Dodge.

RENAULT DAUPHINE
Peugeot
SALES & SERVICE
BY FACTORY TRAINED SPECIALIST
LAIL BROS.
18 Years in the Same Location
1422 So. La Cienega Ol. 5-7710

SIMCA
\$1808 40 Miles Per Gal.
Low Down Payment
36 Months Financing

THE WATERS Co.
FIRST & WESTERN
HO 3-5191
Chuck Brassell
SALES MANAGER

VENICE, Fla., April 19. --- Chuck Cassel, Ft. Lauderdale, Fla., in a Porsche Spyder, averaged 81.2 mph today as he won the SCCA race 30-lap feature.

He was followed by Ed Rahal, Maserati, and Bill Warren, Porsche GT.

Other winners and their averages: Johnny Cuevas, Porsche GT, 76.3; Bob Dusinberre, Alfa Veloce, and Cassel, Porsche Spyder, 14-lap relay race; Joe Sheppard, Porsche RS, 83.1; Cuevas, Porsche GT, 76.5; Fritz Schiedel, Porsche RS, 72.4.

SCCA NORTHWEST REGION STANDINGS

Official point standings as of 1 April 1959, 1000 for 1st in class, 750 for 2nd in class, 500 for 3rd in class, 250 for First Overall. No awards for novice races.

CLASS C MOD

DAVE TROFFER, CORVETTE 1,000
DEAN GEDDES, CORVETTE 750
BOB HICKS, FERRARI 500

CLASS E MOD

JOHN SPARROW, PORSCHE 1,000
LAIRD MCKEE, SPECIAL 750
JIM MITCHELL, PORSCHE #57 500

CLASS F MOD

TOM MEEHAN, POOPER 1,250
PETE LOVELY, LOTUS 750
HAL RUDOW, PORSCHE 500

CLASS G MOD

RON LEE, LOTUS 1,000

CLASS H MOD

HARRY EVERLY, CROSLEY 1,000

CLASS B PROD

TAD DAVIES, CORVETTE 1,000
ROGER HOLT, CORVETTE 750
STARR CALVERT, CORVETTE 500

CLASS C PROD

JACK MURRAY, MB300SL 1,250
BOB BYRD, JAG150 750
BOB GOODFELLOW, JAG140 500

CLASS D PROD

DAVE TATOM, AH 2,250

JOHN TERRIEN, AH 1,250

A national championship 150-mile sports car race, sanctioned by USAC, will be held July 19, at Riverside International Raceway. The \$10,000 Kiwanis Grand Prix is sponsored by John Edgar Enterprises, Inc. Mason said negotiations are now underway to hold a National SCCA championship amateur race are planned for July 18.

According to present plans, first four finishers in the amateur race of 100 miles start in the pro headliner.

TERRY NILSSON, AH 750
DICK LEIGHTON, AH 500

CLASS E PROD

KEITH ARMSTRONG, TR 1,600
LEROY THOMAS, TR 1,000

AL DOYAN, AC BRISTOL 1,000

GLENN HULL, TR 1,000

CLASS F PROD

DICK MILLER, MGA 1,750

WADE CARTER, PORSCHE 1,250

HAL RUDOW, PORSCHE 750

FRANK KLEPSER, MG 750

DAN LEITHOFF, MG 500

CLASS G PROD

RALPH LIVERMORE, ALFA 1,000

JOHN STUHLDRIER, ALFA 750

BOB YEAKEL, VWKG 500

CLASS H PROD

DAVE WALLACE, SPRITE 1,250

PIERRE PHILLIPS, SPRITE 1,000

MERRILL SMITH, SPRITE 1,000

JOHN ANTONS, SPRITE 750

FRANK FITCH, SPRITE 500

CLASS I PROD

BILL SCOTT 1,000

LES RUTLEDGE, SAAB 750

JIM CARTER, FIAT ABARTH 500

Read MOTORACING. Subscription blank on Page 3.

SPECIAL OFFER FOR ALL CLUBS

Attention, all racing, rally and sports car clubs! For a limited time only, MOTORACING is making a special bargain offer to clubs.

A 1-year subscription to the country's oldest and most widely read sports car bi-weekly newspaper — \$2 — instead of the regular \$3 subscription rate.

For clubs to take advantage of this saving, they must have a minimum of 10 subscriptions. These must be handled through the club secretary.

Club members who are already subscribers may renew for another year at this reduced rate.

Since this offer expires soon, club secretaries are urged to send in their lists with proper remittance to MOTORACING, Circulation Dept., P. O. Box 1127, Culver City, Calif.

AUTHORIZED SALES & SERVICE OUR OWN BODY AND FENDER SHOP

UNIVERSAL MOTOR CARS



RE. 2-0107

2956 CRENSHAW BLVD. LOS ANGELES 16

MG MITTEN IS MOVING ON MAY FIRST

In order to better serve our many friends in the Metropolitan Area, the MG Mitten Company is moving to a more central location: PASADENA

Yes, after several years in this same spot, we find it necessary to expand to larger quarters and shift our base of operations. Our new home, (and please make a note of this address) will be at 1127 E. GREEN Street, Pasadena. Beginning May 1, our sports car accessories for the car, for the driver and just for fun will be on display at the new location . . . where we have lots of private parking . . . our own lot, behind the store. Consider this as an invitation to visit us, drop in for a cup of coffee or a coke (on the house) and look over our fascinating stock of good things. Here's the route:

From Los Angeles, Take Pasadena Freeway to Green St. Turn R go to 1127 . . .

From S. F. Valley, take Golden State Freeway to Pasadena Freeway, to Green St. Turn R. go to 1127 . . .

CLASSIFIED ADS

SPORTS CARS

1958 Arnolt-Bristol

MARK II ENGINE

COMPLETE WITH
4-SPEED TRANSMISSION

Priced to sell. Made an engine conversion. Elgin 5-1509, 671 Chaparral Rd., Sierra Madre, California.

1958 FIAT-ABARTH 750 Zagato Coupe, red, only 7,948 miles, raced twice, top damaged in roll, engine in perfect shape, frame, etc., perfect. Will sell for \$1950. James A. Wansink, 200 Mt. View Blvd., Billings, Montana

MERCEDES BENZ '58

300 SL Roadster, blue, US instruments, sealed beam headlights, less than 4000 miles, AM-FM radio. Never raced. PRICED FOR IMMEDIATE SALE. Private party. Contact: Tom Leach, 11224 Burbank Blvd. No. Hollywood, Calif. Chase 7-6068.

1958 A C BRISTOL

Complete rudd
overhaul
on engine. Stage 2.
Ready for Racing
HO 7-0242 Days

PORSCHE '57

CARRERA CPE. TOP COND.
ENGINE RECENTLY RE-
BUILT BECKER AM & FM
RADIO

REDUCED TO \$3495.

only drive to & from church
Call Bob: FR-6-5051 (L.A.)

LOTUS '57 MARK 11

TRAILER AND SPARES
PRIVATE PARTY

EM 9-EM
9-9270 L.A.

HOW TO USE MOTORACING CLASSIFIED AD PAGE

BY PHONE: In Los Angeles call AXminster 2-0287. (This is the number for the Classified Dept. only). Ask for JOYCE BARNARD. IN PERSON: Come to 4041 Marlon Ave. in the Crenshaw Shopping Center, next to Barker's. (This address is for the Classified Dept. only).

BY MAIL: Send your ad to: Classified Dept., MOTORACING, 4041 Marlon Ave., Los Angeles 8, Calif.

* RATES *

75c PER LINE, one time.

MINIMUM: 8 lines.

CONTRACTS: Apply for rates.

BOX. NO.: Add 50c.

RE-RUNS: 2nd and 3rd times, less 10% each; 4th and thereafter, less 15% each. Same copy.

HEADLINES, ETC.: Large headlines, box borders and 2-column ads available at modest charge.

"POSITIONS WANTED": Less 15%, payable in advance.

AGENCY COMMISSION: 15% commission payable to accredited advertising agencies.

MOTORACING

WRITE YOUR
OWN WANT AD

(Read Instructions and Rates on this Page)

New Designs New Ideas
specializing in
DASH PLAQUES
TROPHIES • CAR BADGES
Free Rallye Numbers
to Our Customers
AL SHERWIN TROPHIES
Los Angeles 19, Calif.
4930 Venice Bl., WE 8-2778

MERCEDES-BENZ of HOLLYWOOD

1958 LIKE NEW
READY
TO
GO
\$995.00
D & K MOTORS

727 El Cajon Blvd.

EL CAJON CALIF.

HI 4-1191

75¢ Motoracing

Roy G. Lewis Co., Inc.

6465 SUNSET BLVD.

At Wilcox

HO-7-1161

OPEN EYES AND SUN

Rally 'Round

With Duane and Jerrie Sparks

Council Rally Leaders

UNOFFICIAL SCCSCC CHAMPIONSHIP RALLY STANDINGS

POS.	NAME	CAR	CLUB	MARK I	DON DIEGO	WHEELIE BOUNCE	GREAT WESTERN	TOTAL
DRIVERS								
1.	Dick Coulter	MG A	SMPCCA	18	23	24	12	77
2.	Stan Johnson	Alfa	SMPCCA	16	12	22	18	68
3.	Tom Higgins	Porsche	SDSCC	25	*	19	17	61
4.	Mal DeLoof	Jaguar	SWSCC	0	22	14	25	61
5.	Doug Linder	Porsche	HRSCC	13	17	3	22	55
6.	Chuck Meredith	Peerless	RM	*	15	18	16	48
7.	Bill Chester	Alfa	RM	*	18	9	19	46
8.	Howard Frank	A-H	SMPCCA	20	24	0	0	44
9.	Diane McPherson	AC	SWSCC	23	0	0	21	44
10.	Tom Higgins	Alfa	SMPCCA	0	19	0	24	43
11.	Ted Sparks	VW	DSCC	*	0	25	9	34
12.	Wayne Brown	Corvette	PSCC	21	0	*	13	34
13.	Duane Sparks	T-Bird	RM	*	0	23	8	31
14.	Dick Pieper	A-H	SMPCCA	6	10	0	15	31
15.	Cal Hudspeth	MG A	LDSCC	7	9	12	*	28
16.	Flo Schumann	A-H	SWSCC	3	0	10	14	27
17.	Dick Bauer	A-H	Convair	*	25	*	*	25
18.	Gordon Madison	Peugeot	HRSCC	22	0	3	0	25
19.	Harold Guess	MG TF	HRSCC	24	0	0	0	24
20.	Edu Fleming	Porsche	SWSCC	0	0	13	11	24
21.	Ray Martin	Jag	SMPCCA	*	0	0	25	25
22.	Tom Kienholz	Astro	SMPCCA	*	21	*	*	21
23.	Dick Ecker	Alfa	SGVPCCA	*	*	21	*	21
24.	Bruce Starkey	MG A	La Jolla	*	20	*	*	20
25.	Jerry O'Brien	Porsche	NASCAD	0	0	20	0	20

NAVIGATORS

1.	Al Nesbitt	SMPCCA	10	23	24	12	69
2.	Juanita DeLoof	SWSCC	0	14	22	25	61
3.	Jack Carlson	HRSCC	13	17	*	22	52
4.	Ann Sparks	HRSCC	6	10	25	9	50
5.	Jannie Sparks	HRSCC	24	0	23	0	47
6.	Al Sorensen	SMPCCA	16	12	0	18	46
7.	Elizabeth Chester	RM	*	18	9	19	46
8.	Bob McPherson	SWSCC	23	0	0	21	44
9.	Dick Lovell	SMPCCA	0	*	19	0	43
10.	George Taylor	SDSCC	7	9	12	6	34
11.	Bob Cole	LDSCC	18	0	*	15	33
12.	Ruth Piercy	SMPCCA	3	0	10	14	27
13.	Charlie Schumann	SWSCC	25	*	*	*	25
14.	Russ Palmer	SDSCC	*	25	*	*	25
15.	Bob Dunn	Convair	*	24	*	*	24
16.	Nick Merechal	SMPCCA	*	24	*	*	24
17.	Jerry Russell	SWSCC	*	*	13	11	24
18.	Jo Martin	SMPCCA	22	0	*	*	22
19.	Don Black	HRSCC	0	0	22	*	22
20.	Stu Rinker	SMPCCA	21	0	*	*	21
21.	Pat Venable	PSCC	*	21	*	*	21
22.	George Kendall	Astro	*	21	*	*	21
23.	Bob Ballard, Jr.	SGVPCCA	0	0	21	*	21
24.	Don Royer	SMPCCA	20	*	*	*	20
25.	Marcia Starkey	La Jolla	0	0	20	*	20

Various Rally Results

SCCA (ARIZONA BORDER) GREAT CANYON APRIL 18-19 BILL PETERS RALLYMASTER 47 CARS

POS.	DRIVER	NAVIGATOR	CAR	CLUB	ERROR
1.	Joe Bechtel	Celia Bechtel	Porsche	LA SCCA	1:40
2.	Slim Larned	Mal DeLoof	Corvette	LA SCCA	1:50
3.	John Kimlinger	George Patraw	A-H	Livermore	1:11
4.	Anna Lee Capito	Gordon Capito	Lancia	LA SCCA	1:26
5.	C. J. Holloman	Isabel Blandford	TR-3	SCCA	2:10

SCCA (NEW JERSEY) JERSEY 500 APRIL 3-5

POS.	DRIVER	NAVIGATOR	CAR	CLUB	ERROR
1.	Tom Lusk	Andy Deming	Volvo	Maryland	1:48
2.	E. Trump	W. Brudereck	Porsche	New York	1:59
3.	Irene Steinbuhler	Jack Steinbuhler	XK 150	Penn	1:08
4.	D. Denny	R. Woodruff	Saab	Conn	1:08
5.	S. Harold	Ingrid Gordon	MG A	AHOC	1:13

AHOC APRIL PROLIC APRIL 19 JERRY GUGERTY RALLYMASTER 50 CARS

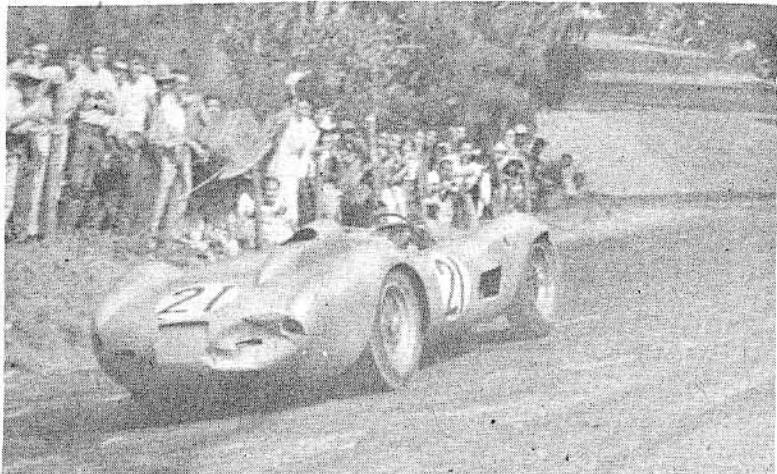
<tbl_header

MOTORACING
3862 Westwood Blvd.
Culver City, Calif.

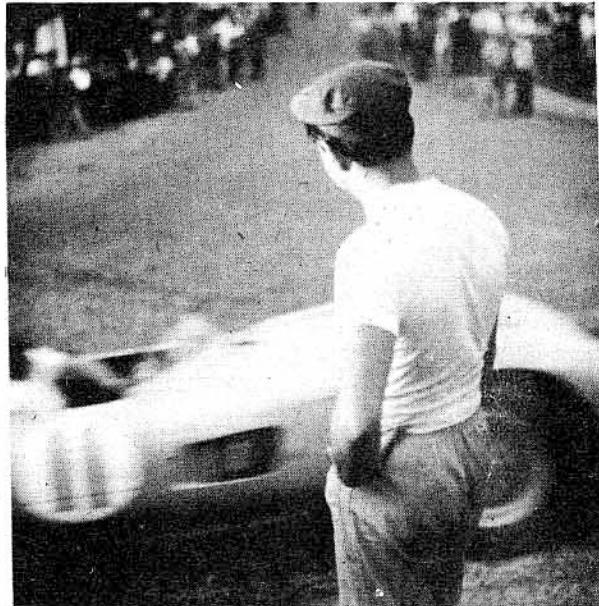
Entered as Second Class Matter
at Culver City, Calif.

**NEWS-
TIME VALUE**

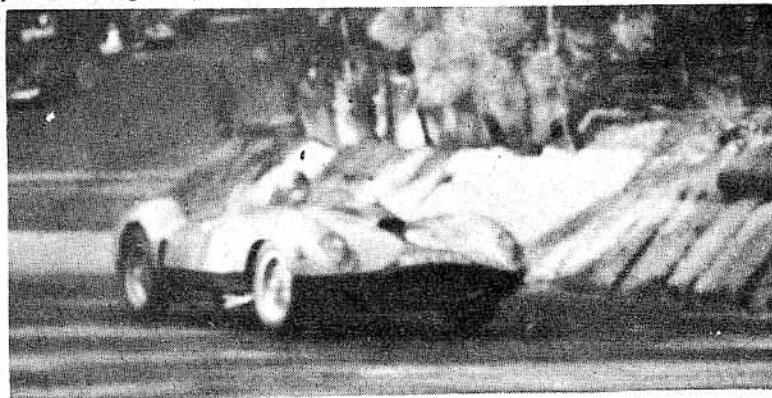
MOTORACING Covers Race at Avandaro



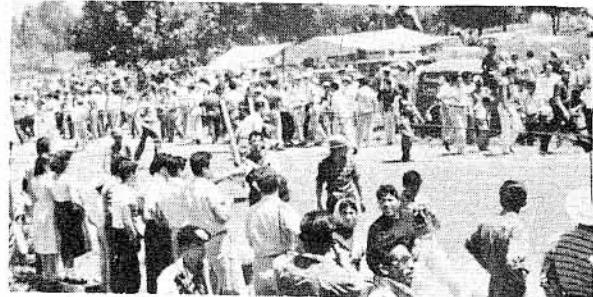
MEXICO RACE leader for two-fifths of the 50 laps was Richie Ginther, shown here on Avandaro forest course in Johny von Neumann's 25-liter Ferrari Testa Rossa. He was placed 5th with 43 laps completed. He went out with broken rear axle going into turn 1. (MOTORACING photos by Gus V. Vignolle)



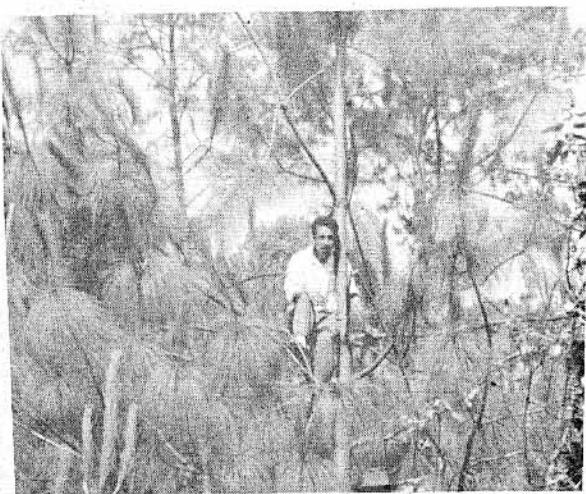
ALWAYS ANXIOUS to learn, Ricardo Rodriguez, young Mexican Porsche pilot, stations himself at bottom of incline at Avandaro and watches how John von Neumann negotiates turn. Von Neumann was out early (5th lap) in feature with carburetion and exhaust woes with his "experimental hot-rod" 3-liter Ferrari Testa Rossa.



ANOTHER CASUALTY in Mexico race was Pedro Rodriguez, 19, Ricardo's brother, who was forced out of the action during lap 23 after valve seat fell out of his 3-liter Ferrari's cylinder head.



CROWD CONTROL, *estilo Mexicano* (Mexican style) is noted in this shot, taken shortly after the field got off in the first of three races held at Valle de Bravo course last April 26.



MANY FANS at Avandaro, Mexico's No. 1 road race, had choice trackside seats like this *paísano*, perched high in one of the thousands' of trees in the heavy mountainous pine forest.



COLORFUL SIGHT at race were these little Mexican boys with their *serapes* and sombreros de patache. Panchito Lopez, Jr., center, finds MOTORACING more than interesting. In Mexico nearly everyone reads MOTORACING.